



COLORADO

Department of Transportation

Division of Accounting and Finance

Financial Management & Budget
4201 East Arkansas Avenue, Room 212
Denver, CO 80222

DATE: May 19, 2016

TO: Transportation Commission

FROM: Maria Sobota, Chief Financial Officer

SUBJECT: Adoption of the FY 2017-2020 Statewide Transportation Improvement Program (STIP)

Purpose

To adopt the FY 2017-2020 Statewide Transportation Improvement Program (STIP).

Action

Transportation Commission adoption of the FY 2017-2020 STIP.

Background

The FY 2017-2020 Statewide Transportation Improvement Program (STIP) is available at:
<https://www.codot.gov/business/budget/statewide-transportation-improvement-program-stip-reports-information>.

At the regular meeting on May 19, staff intends to present the Transportation Commission with the final *FY2017 - FY2020 STIP*. At that time, staff will review all changes made since the release of the *Draft FY2017 - FY2020 STIP*, review public comments received, and present CDOT's responses to public comments received. Staff will then be requesting the Transportation Commission adopt the STIP based on the following:

- The STIP has been developed in accordance with 23 CFR Parts 450.210 and 450.216.
- It has been reviewed by staff to ensure that it meets fiscal constraint.
- It is anticipated that the updated MPO TIPs for Grand Valley MPO, Pikes Peak Area Council of Governments, and Pueblo Area Council of Governments will be signed and approved by the Governor by June 30, 2016. The updated TIPs will be adopted into the STIP administratively at that time. TIPs for DRCOG and NFRMPO will be updated and amended into the STIP at a later date.
- A public involvement process was provided for comments from March 16 through April 29, 2016. An electronic copy of the draft was also posted on CDOT's external website. Comments received have been summarized in attachment A. Comments were also submitted by FHWA and FTA; these pertained mostly to technical corrections to the document itself.
- A public hearing was held on April 21, 2016. Thirty-seven people spoke to the Commission. A representative from Douglas County commended CDOT for participating on the C-470 Coalition, which played a major part in the decisions made for the C-470 Managed Lanes project in the south metro area. All of the other comments pertained specifically to the Central 70 project. A summary of the comments received, as well as a summary of the hearing as a whole, is included in Attachment B in this packet.

Also included for your approval, as attachment C, is the draft resolution for Transportation Commission adoption of the FY 2017-2020 STIP.

Details

If you have any questions regarding the development of the STIP or other specifics, please contact Jamie Collins 303-757-9092.

Next Steps

- June 2016 - FHWA/FTA approval of the FY2017 - FY2020 STIP



Summary of Comments Received on *DRAFT FY2017 – FY2020 STIP* during Public Review and Comment Period

Terri Blackmore, Executive Director, North Front Range MPO

Noted a technical correction for STIP ID SST8001. The project was titled *I-70 East Reconstruction*; it is now titled *Central 70*.

Aaron Bustow, Federal Highway Administration, Colorado Division

Submitted several technical corrections to CDOT on May 2. Staff has updated and corrected the STIP document to reflect these corrections.

Darin Allan, Federal Transit Administration, Region 8

Submitted several technical corrections to CDOT on May 2. Staff has updated and corrected the STIP document to reflect these corrections.

General Public

Montanans for Safe Wildlife Passage submitted comments and information on wildlife mitigation. A copy of the letter is included in the Public Involvement Tab. Information submitted with the letter has been forwarded to the Environmental Branch in DTD.

CDOT received five letters and 14 emails regarding the inclusion of the Central 70 project in the STIP. All of these correspondences were from people who testified at the STIP Public Hearing on April 21.

Comments focused on the following areas:

- Concern about drainage for the lowered portion of the project.
- Concern for added air pollutants in the covered segment.
- Concern that the project will increase health risks for asthma, heart disease and cancer.
- Concern that lowering the highway will impact the existing toxic soil from the superfund site in the area and create further health risks.
- Concern that the Final Environmental Impact Statement does not better address alternative routes, such as moving traffic from I-70 and re-route it via I-270 and I-76.
- Concern that the current project plans will further divide the neighborhoods of Elyria, Swansea, and Globeville.

Responses to these comments have been sent. A more general response is included in the STIP document in the Public Involvement Tab.

One letter was received on behalf of the Sierra Club, Latino Forum and Citizens for a Greater Denver. The sender also testified at the public hearing. The comments in this submission allege that DRCOG and CDOT have been remiss in their efforts to meet planning requirements for the long-range plans, the TIP and STIP and environmental plans. Their concerns center on the proposed PCL alternative for the Central 70 project. A formal response is under development at the time of printing this STIP document.

Summary of Comments Received on *DRAFT FY2017 – FY2020 STIP* during Public Hearing held April 21, 2016

The STIP Public Hearing was convened at 10:15 a.m. on April 21, 2016 with Commission Chair Kathy Connell presiding. Jamie Collins provided a brief summary of the FY2017 – FY2020 STIP to the Commission and audience. Commissioner Connell then went over the logistics for those who wished to speak at the hearing.

Thirty-seven people spoke at the hearing. All but one of the speakers discussed the Central 70 project and whether or not they supported the project, the alignment, and several elements of the project. The comments are summarized in the *Public Hearing Comment Summary* below.

STIP Update

The STIP is a four year plan of transportation projects across the state of Colorado. The projects included in the STIP align with the goals and strategies outlined in the 2040 long-range Statewide Plan.

This year we are processing the first annual update to the STIP. This practice allows CDOT to adopt and maintain four years of programming in order to maximize the dollars CDOT receives.

For this year's update, we are dropping FY2016 from the current STIP and adding FY2020. There are no major changes occurring with any of the projects currently shown in FYs 2017 through 2019. Also, for FY2020, there are no new regionally significant projects being added. Funding for asset management programs, such as Surface Treatment, Bridge, and FASTER Safety, has been added to their respective STIP pools, based on revenue projections in the 2040 Program Distribution document, which was adopted in February of 2015.

For the document narrative, we have updated a few sections to reflect technical corrections requested by the Federal Highway Administration and the Federal Transit Administration.

Logistics for Speakers

- All speakers allotted two minutes to speak.
- Written comments may be submitted through April 29, 2016.
 - For anyone who needs the address, we have cards available for you to take as you leave the meeting today.

Public Hearing Comment Summary

Art Griffith, Douglas County Transportation

Mr. Griffith spoke to the need for investing in, and maintaining the transportation network in the Denver metropolitan area. He recognized that improvements to any on the major transportation corridors poses tough decisions. He commended the efforts of the C-470 Coalition, comprised of Douglas County, CDOT, and other local entities, for achieving its goals for improving the corridor and maintaining the economic vitality of the corridor.

The remaining comments focused on the Central 70 project. Many of the comments centered on the following areas:

- Concern about drainage for the lowered portion of the project.
- Concern for added air pollutants in the covered segment.

- Concern that the project will increase health risks for asthma, heart disease and cancer.
- Concern that lowering the highway will impact the existing toxic soil from the superfund site in the area and create further health risks.
- Concern that the Final Environmental Impact Statement does not better address alternative routes, such as moving traffic from I-70 and re-route it via I-270 and I-76.
- Concern that the current project plans will further divide the neighborhoods of Elyria, Swansea, and Globeville.

There were also comments supporting the Central 70 project. Most of these comments centered on the following areas:

- Maintaining and improving the current I-70 alignment makes more sense than transferring traffic to I-270 and I-76, which are also congested corridors.
- Rebuilding the I-70 viaduct as a below-street-level highway will reduce noise, improve traffic flow, and therefore reduce pollution.
- Building the park over the highway will reunite the neighborhoods impacted by the original construction in the 1960s.
- I-70 is a vital part of transporting goods and people not only through Denver, but for the region as a whole.
- I-70 provides an important link to DIA and many points for commerce in the region.

CDOT Response

The Department appreciates the many people who took the time to attend the April 21, 2016 STIP public hearing and to send letters and emails with regard to the Central 70 Project. A project of this importance to the state and our regional transportation network deserves this level of dialogue and debate.

CDOT began the process to identify a solution for I-70 in 2003 when the Environmental Impact Statement study process was initiated. The EIS process has been a joint effort of CDOT and the Federal Highway Administration, with U.S. EPA, the Colorado Department of Public Health and Environment and many others serving as consulting agencies.

Over the last 13 years, CDOT has conducted an unprecedented level of outreach including hundreds of public meetings and countless hours of input from residents and a broad range of stakeholders. This has been incredibly important work and it is the basis for the current project. Throughout this process, environmental justice and possible environmental impacts have been at the forefront of consideration and have shaped many aspects of the project, including the proposed 4-acre cover over the interstate.

The Central 70 Project was adopted into both the current FY2016-FY2019 STIP and FY2016 – FY2021 DRCOG TIP through CDOT and DRCOG's processes, in compliance with federal regulations. The Project would add one additional Express Lane in each direction from I-25 to Chambers Road, remove the 1.8 mile long viaduct and lower and partially cover this portion of the interstate. This Project would bring the first major safety and mobility improvements to this section of I-70 East since the interstate's construction in the early 1960s.

At this time, CDOT is not removing Central 70 from the STIP. It was adopted into DRCOG's FY2016 - FY2021 TIP and, subsequently, the FY2016 - FY2019 STIP in the spring of 2015. It is a multi-year project

covering funding from FY2016 to FY2020 and beyond. It is included in the FY2017 - FY2020 STIP because it is an existing project.

CDOT acknowledges that Central 70 is a large project with many stakeholders including the public and several local, state and federal agencies. A decision to modify or remove the project from the STIP is not a decision for one party to make.

Resolution Number TC-XXXX

Resolution for Adoption of the Fiscal Year 2017-2020 Statewide Transportation Improvement Program (STIP)

WHEREAS, the Fiscal Year 2017-2020 Statewide Transportation Improvement Program has been prepared in accordance with 23 CFR Parts 450.210 and 450.216; and

WHEREAS, the Fiscal Year 2017-2020 Statewide Transportation Improvement Program is consistent with the 2040 Statewide Transportation Plan; and

WHEREAS, 23 CFR Part 450.210 requires public comment on the proposed Statewide Transportation Improvement Program, which was solicited between March 22, 2016 and April 29, 2016, and

WHEREAS, 23 USC Part 128 requires state transportation departments to hold a public hearing for transportation plans, which was convened with the Transportation Commission on April 21, 2016; and

WHEREAS, 23 CFR Part 450.104 defines fiscal constraint as a demonstration that the projects in the STIP can be implemented using committed, available, or reasonably available resources with reasonable assurance that the federally supported transportation system is being adequately operated and maintained; and

WHEREAS, CDOT staff has included fiscal constraint validation in the STIP document and, per Transportation Commission guidance, submits a program to maintain and improve the existing state transportation system; and

WHEREAS, the CDOT Executive Director has signed the Self-Certification document stating that CDOT has abided by all federal regulations pertaining to the development and public process for the STIP; and

WHEREAS, the Fiscal Year 2017-2020 Statewide Transportation Improvement Program is being adopted by the Transportation Commission and released for approval by the Federal Highway Administration and the Federal Transit Administration; and

WHEREAS, this Fiscal Year 2017-2020 Statewide Transportation Improvement Program will become effective July 1, 2016, and cover the period from that time until June 30, 2020.

NOW THEREFORE BE IT RESOLVED, that the Colorado Transportation Commission approves the Fiscal Year 2017-2020 Statewide Transportation Improvement Program and directs staff to submit the Fiscal Year 2017-2020 Statewide Transportation Improvement Program to the Federal Highway Administration and the Federal Transit Administration for approval.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date